

CHAPTER 8

TRAFFIC AND TARIFF POLICY

(DBOF-T AND NON-DBOF-T MISSIONS)

A. WHO MAY AUTHORIZE MOVEMENT OF TRAFFIC

1. The Secretary of Defense, or designee, the commanders of Unified Commands, or their designees, and the Secretaries of the Military Departments, or their designees, may sponsor and authorize transportation of DoD traffic on missions financed through the **DBOF-T**. The Department of the Navy shall sponsor traffic of the USCG when USCG units are attached to DoD Components. The sponsor is the Military Department with responsibility for documentation necessary to effect traffic movement. Requests for movement of **non-DoD** traffic, unless specifically addressed elsewhere in this Regulation, shall be sent through command channels to the ADUSD(TP) to obtain authorization.

2. The DoD single manager for transportation (the Commander, USTRANSCOM), may authorize travel or transportation through missions financed through the **DBOF-T** for items and personnel necessary to support airlift service operations.

B. categories OF TRAFFIC

1. U.S. Government DoD Traffic. Traffic authorized by the Secretary of Defense, or designee, or the Secretaries of the Military Departments, or their designees, as being primarily of official concern to the Department of Defense. Where transportation support related to a national emergency, deployment of forces, or contingency situation is provided by the USTRANSCOM, the users of such airlift or their parent Service shall pay for the services rendered and provide a specific address and fund cite for billing procedures. The sole exception to this policy occurs when USCINCTRANS receives an order from the Chairman of the Joint Chiefs of Staff requiring transportation when no Service is a participant, such as unreimbursed efforts in support of NATO. Special reimbursement rules would apply to any contingency operation designated by the Secretary of Defense as a "National Contingency Operation" (see section 127a of Title 10, U. S. C., (reference (nn))). These rules would be promulgated separately in conjunction with any designation by the Secretary under the provisions of that section (see reference (mm)).

2. U.S. Government Non-DoD Traffic. Traffic authorized by Secretary of Defense, or designee, or the ADUSD(TP) for movement when, as follows: .

a. Primarily of official concern to and paid for by another Executive Department or "

Agency of the Government, provided that such transportation is in the national interest, commercial transportation is neither available, readily obtainable, nor satisfactorily capable of meeting the requirements (see “The Economy Act”, reference (jj)).

b. The Agency requesting transportation provides a specific address and fund citation for direct billing purposes (see “The Economy Act”, reference (jj)).

3. Non-U.S. Government Traffic. Traffic authorized by the ADUSD(TP) for movement when, as follows:

a. The Head of a Federal Executive Department or Agency sponsoring the airlift request certifies that such transportation is in the national interest and that commercial transportation is neither available, readily obtainable, nor satisfactorily capable of meeting the requirements (see “The Economy Act”, reference (jj)).

b. The request indicates the non-U.S. governmental agency or individual responsible for reimbursement, and provides a specific name and address for direct billing purposes (see “The Economy Act”, reference (jj)).

C. TARIFFS

1. The U.S. Government DoD rate tariff (AFR 76-11, reference (e)), shall apply to traffic authorized by subparagraph B. 1 above.

2. The U.S. Government Non-DoD rate tariff (AFR 76-11, reference (e)), shall apply to traffic authorized by subparagraph B .2. above, and the following:

a. Activities and Agencies in the Federal Government which shall make payments from appropriations including Foreign Military Financing (FMF), furnished under the “Foreign Assistance Act” (Pub. Law No. 87-195 (1961), reference (w)).

b. Trainees of those eligible foreign countries who elect to reimburse for a portion of the costs incurred in providing training which are otherwise chargeable to military appropriations made in implementation of reference (w)). FMS cases are excluded.

c. Any activity under the jurisdiction of DoD Components which is operated under NAFs.

d. Treaties or international agreements which specifically provide for such transportation.

3. The non-U.S. Government rate tariff (AFR 76-28, reference (f’)), shall be charged for the following traffic:

a. Cargo and personnel of activities and Agencies in the Federal Government (including

any personnel of the Department of Defense) when provided unauthorized air transportation.

b. Any agency or person outside the federal Government, such as foreign governments (including reimbursable transactions pursuant to the “Arms Export Control Act” (Pub. Law No. 94-329 (1976), reference (x)), State and local Government agencies, private parties, and any others not covered in subsection B. 1. or B.2., above.

D, REIMBURSEMENT

1. As a general rule, all traffic moved on a mission operated by an activity financed through the DBOF-T is reimbursable. AMC aircraft engaged in positioning and/or repositioning or in a training status may be utilized for official traffic without reimbursement. Aircraft used for other than **DBOF-T** missions may move traffic either in a revenue or **nonrevenue** status-when authorized and approved under the requirements of this Regulation on a case-by-case basis.

2. Reimbursable traffic transported on aircraft provided by an activity not financed through **DBOF-T** is charged as prescribed in AFR 76-8/AR 59-30/OPNAVINST 4630.16C/MCO 4630.16, and AFR 76-28 (references (g) and (f)). **The USTRANSCOM** prescribes billing procedures for **DBOF-T** traffic.

3. AE of **non-U.S.** Armed Services patients is reimbursable as detailed in Chapter 5, above. User charges shall not be assessed for any other services of a humanitarian nature performed in emergency situations such as search and rescue operations and movement of supplies to a site of disaster. Inter- and **intra-Governmental** agreements to cover all or part of such costs should be negotiated.